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bottles which were recovered indicate that the drift moves southward along but off the Greenland Coast to the latitude of Iceland, where it is deflected eastward and again northward so as to follow the trend of the Norwegian coast. The soundings supplement those made by the Duke of Orleans in the "*Belgica*" in 1905 and reveal a well developed, marginal continental shelf to Greenland with its edge some ten degrees off the coast. Unlike the continental shelves where they are well known, this shelf is marked by strong longitudinal ridges and furrows representing differences of level of as much as 200 meters and also by marked fiords which trench the shelf transversely. Its edge as shown by the soundings drops off in a cliff some 1,300 meters high with a slope of quite remarkable declivity. The reviewer would suggest that the sharpness and extent of the irregularities upon its surface and the precipitous escarpment at the margin of the continental shelf of Greenland is very likely to be ascribed to tectonic movements which are not here, as elsewhere, leveled off and reduced because the permanent pack-ice prevents the agitation of the water at any considerable depth below the surface. Somewhat similar ridges were discovered by the German Antarctic Expedition to exist beneath the pack ice of Posadowsky Bay. The observations upon temperature, density and salinity of the ocean water, form a particularly full series with interesting results too complex and elaborate to be treated within the limits of this review. WILLIAM HERBERT HOBBS.

MATHEMATICAL GEOGRAPHY AND CARTOGRAPHY

Geodetic Surveying and the Adjustment of Observations (Method of Least Squares). By E. L. Ingram. xx and 389 pp. Ills., index. McGraw-Hill Book Co., New York, 1911. $3. 8½ x 6½.

This book, originally written to meet the author's own class-room requirements, is not intended to be an exhaustive treatise for the professional geodesist, but rather to contain everything desirable for the student or useful to the practicing civil engineer.

The book is divided into two parts, each complete in itself; the first is a discussion of the practice of geodetic work, the second is an explanation of the mathematical theory on which the rules for adjusting observations are based. Rigorous mathematical discussions are frequently omitted in Part I. This is of advantage to the man in the field who wants results ordinarily without going back to his college mathematics. In discussing angular measurements, particular attention is given to the repeating method because of the good results obtainable with it, with the ordinary engineers' transit, the only angle-measuring instrument in the average engineering party.

The text will be found unusually clear and concise. The book, however, is considerably out-of-date with reference to modern field methods in precise leveling and base-line work, especially as to the current practice of the U. S. Coast and Geodetic Survey. An excellent bibliography of books on geodesy and least squares is given on pp. 374-376.

JAMES GORDON SEESE,
Capt., Corps of Engineers, U. S. A.

Military Topography for the Mobile Forces, including Map Reading, Surveying and Sketching. By Capt. C. O. Sherrill. 3d ed. xviii and 353 pp. Maps, ills., index. U. S. Cavalry Assoc., Fort Leavenworth, Kan. $2.50. 8½ x 5½.

This book is the authorized text in military topography used in the various service schools of the regular army and the organized militia. "It has been written with the intention of giving to line officers of the Mobile Land Forces the principles and methods of making and using military maps and sketches necessary for a complete mastery of the military possibilities of ground and maps. * * * The end in view is * * * especially to assist officers in acquiring that trained topographical eye which grasps instantly the possibilities and limitations of the terrain in its influence on the military situation."

The object of Part I: Military Map-Reading, is to give a statement of the